

GRUMMAN plane news

Vol. 39, No. 15, July 25, 1980. Bethpage, N.Y. 11714



**Around the world,
Grumman's reps
cover the field - pg. 4**



Stolworthy cuts red tape, wins big green

Have you ever been bogged down in repetitious paperwork and said to yourself, "enough is enough"?

George Stolworthy had that same frustrated feeling whenever he had to fill out a RAWO (repair action work order) in Plant 6's Repair Control shop. But George decided to do something about it.

He filled out a Project Sterling



George Stolworthy

form and recently learned that his time-saving idea to eliminate RAWOs whenever necessary was worth \$2,900 in cash. His idea placed the 25-year veteran on the top of the list of 31 Grummanites receiving cash awards for their ideas in June.

About time

Before repairs could be made in Plant 6, electronic units had to have both a nonconforming material report (NMR) and a RAWO attached.

"The RAWO tag proved to be a duplicate of the NMR form about 90 percent of the time," reports George, who's now supervisor of

Repair Control in Plant 6. "I suggested eliminating the need for RAWO tags except for conditions that are not covered in the standard repair manuals."

First year associated savings to the company are estimated at \$110,917 ... but there's more to it than that. George proved that there is a way to eliminate repetitious paperwork. A new corporate directive was written just because he took it upon himself to try and save a little time and money.

George will have little trouble spending his cash award. "With three kids in college and another wedding coming up, the money is already spent," says George.

Other award recipients in June were:

- \$1630 — Charles Hess and James Cody (shared), Pl. 44
- \$1100 — Frank Cipriano, Pl. 40.
- \$ 565 — Joseph D'Anna, Pl. 2.
- \$ 455 — Roscoe Gilliam Jr., Pl. 66.
- \$ 380 — George Sheredos, Pl. 3.
- \$ 300 — Robert Mita and Amza McCarthy (shared), Pl. 3.
- \$ 200 — Anthony Jessen Jr., Pl. 37; Jack Messina, Pl. 2.
- \$ 190 — Leonard Anderson Jr., Pl. 3.
- \$ 140 — Stephen Cacace and Dennis Robiski (shared), Pl. 4.
- \$ 135 — Daniel Pippin, Pl. 3.
- \$ 120 — Calvin Green, Pl. 3.
- \$ 110 — Sal Orlando, Pl. 3.
- \$ 100 — Joseph Stevenson, Pl. 11; Floyd Miller, Pl. 2.
- \$ 75 — Warren Lane, Pl. 2; Bryant Ruhman, Pl. 77; Alfred Camberlange, Pl. 43.
- \$ 70 — Thomas Terranova, Pl. 3.
- \$ 65 — Richard Schlegelmilch, Pl. 5.
- \$ 55 — James Leahy, Pl. 7.
- \$ 50 — Thomas LoMonaco and Raymond Wittemann (shared), both from Pl. 6; Rayford Radtke, Pl. 77; Anthony Giannarino, Pl. 30.



Strike up the band. In honor of the company's 50th anniversary, the Grumman Employees' Band recently entertained Long Islanders at the Bald Hill Ski Bowl in Farmingville. The next concert is scheduled for August 13 at the Heckscher Park in Huntington at 8 p.m.

Of the people, by the people, for the people



Pointing to the past. Grumman Historian "Schoney" Schonenberg (r) explains some of the exhibits in the Memorabilia Van to Martin Gach, who is with the Cradle of Aviation Museum.

Grumman history has been encapsulated in a "Memorabilia Van" for the employees to see the mementoes of 50 years of Grumman growth. The History Center developed the van to give Grummanites a sense of their past.

The van will be making its appearances according to the following schedule. Company Historian "Schoney" Schonenberg and Assistant Historian Lois Lovisolo, will be at each showing to answer any questions.

DATE	PLANT	LOCATION
July 28 thru 31	Plant 2*	Main Lobby
August 1	Plants 14 — 26 — 31*	
August 4 — 5	Plant 1*	Courtyard
August 6 — 7 — 8	Plants 3 — 17 (North)*	Plant 3 Lobby
August 11 — 12	Plant 35	Main Lobby
August 13	Headquarters	
August 14 — 15	Plant 30	Main Lobby
August 19	Plant 40	
August 20	Plant 9	
August 21 — 22	Plants 43 — 44	
September 9 — 10	Plant 5	
September 11 — 12	Plant 25	
September 16 — 17	Plants 15 — 20	
September 18	Plants 21 — 28 — 37	
September 19	Plants 10 — 17 (South)	
October 7 — 8 — 9	Plants 6 — 7 — 8	
October 24 — 25	Plant 77 (Stuart)	
October 27	Plant 66 (Milledgeville)	
October 30	Plant 56 (Glen Arm)	

* Viewing Time — 11:30 a.m. to 1:30 p.m. and 3 p.m. to 5 p.m.

The schedule may be modified slightly, and additional showings will be scheduled. Contact the History Center for more information (x-2401).

Need a ride?

CENTEREACH/LAKE GROVE: vic to plt 40, 7:48-4:18 shift. K. Riley, x3466
N. BRENTWOOD: Ext 54 LIE to plt 15 or vic, 7:30-4. P. Martin X3195/273-2922
N. MASSAPEQUA: Plt 44, Great River, 7-3:30. G. Knight X7696/798-3677
WHITESTONE/BAYSIDE/FLUSHING: to Bethpage, need drivers for existing car pool. X2530/(212) 746-9239

BROOKLYN: Ocean Pkwy - Belt Pkwy to Bethpage, 8-4:30, join or start car pool. H. Barina X4279 (212) 851-5173
COMMACK/E. NORTHPORT: Van Pool to Bethpage, 8 am shift, \$55/20 working days. B. Wellner X9596
SMITHTOWN: or vic to plt 6, 7-3:30. J. Lang, 117-6751/724-2025
ST. JAMES: Start car pool to Bethpage plt 111 HQ, 8-4:30 shift. T. Minnigan X5407/862-8734



Good job. Executives of the Frendolph Construction Co., which built the new paint shop, get thanks from John O'Brien (Second from Right) and Capt. Richard Breckon.

Calverton shop will color 'em efficiently

The ribbon has been cut, the doors are open, and the new paint shop at Calverton — the Final Finish Facility — is ready for business.

After a brief dedication ceremony on July 10, Executive Vice President-Operations John O'Brien, Naval Plant Representative Captain Richard Breckon, and Calverton Operations General Manager Tom Merritt invited Calverton Grummanites in for their first look at the new facility.

The interior is 120 feet wide by 120 feet deep and 25 feet high. It represents six years of planning and cooperation between Grumman and the Navy.

The need for a new paint facility became evident several years ago when the F-14 presented the problems of painting a 64-foot wide aircraft in a 60-foot wide shop. The old paint facility had been built in 1954, with plenty of room to accommodate Panther, Cougar, and Tiger aircraft. But the swing-wing

F-14 had to be positioned diagonally, which disrupted the front-to-back airflow and made the application of paint less efficient.

"It also gets pretty crowded in there, because all the scaffolding and workstands have to be positioned around the aircraft," says the paint facility foreman, Doug Ports. "The new facility is going to make the job a lot easier."

The building was completely designed by Grumman's Facilities Engineering Department.

"It's built to be energy efficient," says Dick Schwender, the project manager. "The old shop exhausts air at the rate of 100 percent, which requires a great deal of energy — air from the outside has to be heated. The new paint facility recirculates about 60 percent of the air, with tremendous energy savings."

The building also uses a dry wall filtering system instead of a "water curtain" to remove contaminants from the air. "Besides conserving water and energy, the dry system eliminates the problem of treating the waste water," Schwender adds.

The new facility, which was Navy-funded and was built by the Frendolph Construction Company of Central Islip, will go into use in early August. At that time, the old paint facility will undergo modification work to make it more energy efficient. It will continue to be used to paint smaller aircraft, such as the A-6.

obituaries

ALFRED J. WEINISCH JR. of Support, Pl. 6, died July 3 at the age of 61. He had been with the company since 1959 and resided at 28-10 Winding Path, Manorville.

Savings Bonds pay back more than he expected

Ken Dorfmeister was flabbergasted. On July 10, about 11:00 A.M., Sam Piazzola, director of Payroll Operations, told him that he had just won a 1980 Chevette in the Savings Bond drawing held just a few minutes before.

"I was right in the middle of deciding what my next task was going to be," a thrilled Dorfmeister told everyone, when Piazzola shook his hand and gave him the good news. He works in Central Storage and Retrieval in Plant 2.

There were 28 other winners in this drawing. Those who had participated in the Savings Bond program in the past, as well as those who just signed up for the payroll deduction program, all had their names in the drum.

"I've always felt it was a good American tradition," was the way Dorfmeister explained his reason for purchasing Savings Bonds. He joined the program when he joined the company in 1974.

The following are the 28 other winners in the July 10 drawing:

Elizabeth Lynch, Dorothea Keegan, Robert McKeever and Dorothy Spencer won \$250 shopping sprees; Joseph Scanlon and Walter Elsebough, Jr., won micro-wave ovens; indoor/outdoor portable TVs went to George Jantzen, Louis Garibaldi, Donald Zielinski, Edward Stachnik, George Hennig, Donald Markarian, Richard Smith and Francis Mulvey; Ann Fruit, Edward Malone, Jerome Strange and John Christiansen each won a stereo; the last prizes, \$100 of gasoline, went to David Lamb,

Allan Brooks, August Bohn, Frank DeVito, Donna LaMac, Alfred Schwarz, Joseph Felice, Janet Cuce and James Carroll.

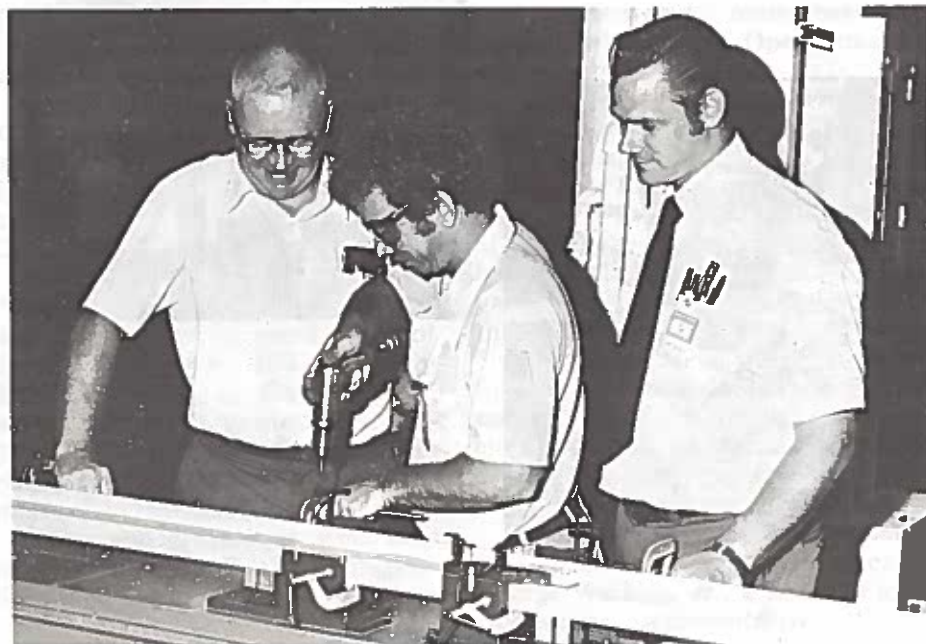
Similar prizes were awarded in a



He's got it. Sam Piazzola (L) told Ken Dorfmeister that he had won a brand new Chevy in the Savings Bond drawing. (R. Breunig photo)

drawing on May 9 for those who were participants in the Savings Bond program before this year's drive. They were:

Michael Regan, Kathleen Farrelly, A. Adams and Frank Costa, each of whom won \$250 shopping sprees; Frank Reinecke and Barry Seaman, micro-wave ovens; Charles Skippon, Bernard Miller, John Roukis, Marvin Bloom, Robert Cooke, Frank Gorman and Dwight Stone won indoor/outdoor portable televisions; Martti Abrahamson, John Marques and Anthony Jessen, Jr., won stereos; \$100 worth of gasoline went to Alfred Norris, Henry Dubocq, Frederick Jansky, Anthony Fusaro, Gordon Nelling, Frank Mistretta, Bernard Tolmie, James Spencer, Vincent Ciampa and Thomas Hansen.



Premiere. Though the tooling fixtures are still being set-up at Stuart's new building for the 767 program, the first hole in the production part was recently drilled by Grummanite Joe Ciechanowski (C). Looking on are foreman Lou Blum (L) and Quality Control supervisor Dennis Jones.

GRUMMAN plane news

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Associate Editors
Kathy Housley ext. 3293
Norine Lyons ext. 5119
John Vosilla ext. 5118

Editorial Assistant
Clare Byrne ext. 8999

Sometimes, the job is a long way from home

Where the Grumman network reaches the customer, they are the connection. You'll find them at sea, on our carriers. They are human stores of information who know Grumman, know the Navy. It's their job to help the Navy keep the Hawkeyes, Intruders, Prowlers and Tomcats and Greyhounds flying.

You'll find them ashore, too, supporting customers around the world.

They are our field representatives, and they live with their work.

"Field reps have a tough life on a carrier," Jack Christiansen puts it bluntly. "Eighteen-hour work days aren't rare, 7 days a week. Its hot. They go to bed dirty and tired." Christiansen, the director of Field Operations, ought to know. He's a retired admiral.

Take, for example, the case of Richmond Porter, a Field Operations representative for weapons systems. He's made many deployments but none as taxing as the recent 144-day Indian Ocean deployment of the Nimitz. "Our normal work day was 12 hours long. We were flying every day, except the hundredth day at sea when we had our only day off. Everyone on board got two cans of beer that day."

"The days were always 12 hours long, if not more," Paul Hawco, another weapons systems rep aboard the Nimitz, agrees. "What was great about this cruise was the way everyone worked together. We knew what our job was and we did it."

Ron Davies says it's "almost

like being a sailor. Some fellows have to sleep in the fourth bunk above the deck." Davies is the Grumman team leader on the USS John F. Kennedy, which will be sailing soon for the Mediterranean and the Indian Ocean.

Long time gone

Although Field Operations tries to send each rep out to sea only once every three years, it often doesn't work out that way. Back-to-back trips aren't uncommon, and when reps do go it's a long time between seeing the wife and children. Sometimes, families fly to a port during standdowns, when everyone takes a break. Davies says, "There won't be any visits this time because there won't be an official stand-down this cruise." They probably won't be home till March.

Early beginning

Field service forged an identity when Harry Larson submitted the first field report, on the FF-1, back in 1934.

Since then, Field Operations has grown into a 500 person depart-

ment, with 350 in the field.

Because the majority of the Navy's aircraft is Grumman, often 60 percent or more of the civilian reps on board are Grummanites. None are just technicians, Christiansen feels. Their work goes far beyond the knowledge of aircraft systems. "Supporting airplanes is a complicated business. These guys are experts in more than one discipline. They've got to speak the pilot's language and the maintenance guy's language."

"We have to service the company as well," Christiansen goes on to explain, "as much as we service the

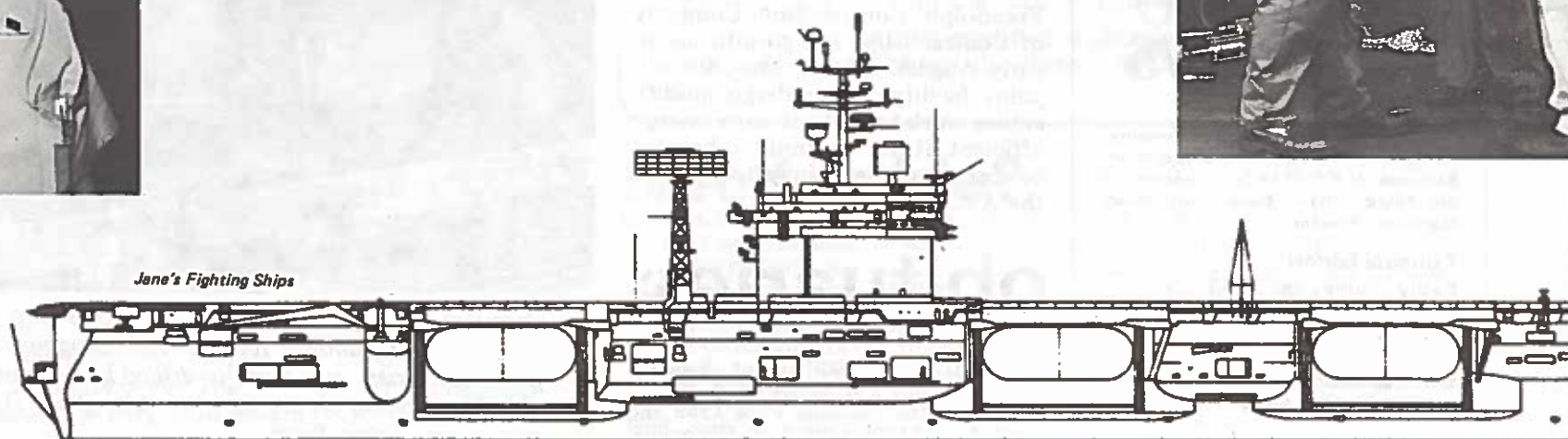
customer." When a carrier pulls into port the team leader calls Bethpage and evaluates aircraft performance with engineering, program and marketing people or they may discuss new program ideas.

Yet, with all the reports, and the long hours and days on six and nine month deployments, sometimes the toughest part of the job is closest to home.

During workups, the carriers are in and out of port for weeks at a time. "There are just too many goodbyes," one rep feels. "Once you deploy, it's easier on everybody."

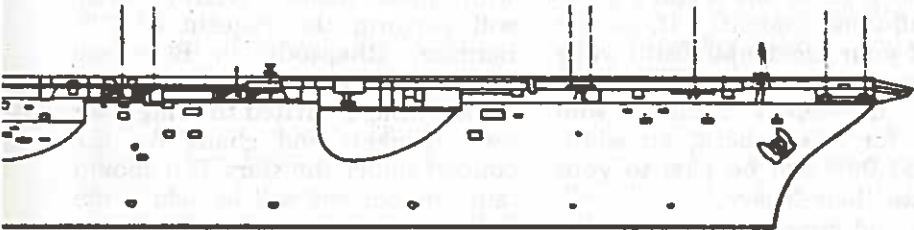


Long hours. Reps like Adrian Cadoria (far left) will average 12 hour days when the Kennedy makes its deployment. Tom Smith (l) shows sailor Charles Wynne some of the tricks to the supply trade (photo l). On workups, sailors practice their operations, like launching Tomcats (above). Bill LaRose (r) helps set up some checks on an Intruder.





Lots of work. To be its resident experts, the Navy depends on reps like Mike Wilhelm and Bob Karpinski (photo above); (photo r) the Navy's Mike Petro listens to Grumman's Pete Hubiak; Richard Costello works with Petty Officer Ray Harris (below r); Grumman representative Bob Laverenz. (All photos were taken by Gerry Costello aboard the USS John F. Kennedy)



The way it was

A remarkable life

Roger Kahn was rich, talented and lived life on a grand scale. By rights, he should have had his head in the clouds. But, if you talk to the people who worked for him, they'd tell you the only time that happened was when he was flying.

"If you got that close to Roger Wolfe Kahn," Grumman Historian "Schoney" Schonenberg explains about the relationship between Kahn and the people in his department, "you had to love him like a father."

Roger Kahn organized and developed what we now call Field Operations. He brought his special style to on-site customer service, and he

Heard of the Cabot Airmail Pick-up Device? A plane with a hook would fly by a cable stretched across two poles, snatch the cable and, with it, a sack of mail. Kahn did flight tests and demonstrations.

He was a test pilot when he came to Grumman in 1941. That was in addition to his job of organizing the Service and Product Support Department. He tested Wildcats and Hellcats and Avengers.

In spite of it all

You would think that this man, who knew and worked with Artie Shaw, Tommie Dorsey, Glenn Miller, who was associated with Charles

High flying life. Roger Kahn, besides being wealthy and one of the fine musicians of his time, was a heck of a pilot. That's what brought him to Grumman. He was a test pilot and helped organize field services into a department.



made sure all his field reps were the best in the business.

He spent 21 years with Grumman, heading up the Grumman Service and Product Support Department till he died on July 12, 1962. He was 54, but they were 54 remarkable years.

Roger was the son of Otto Kahn, an extremely successful banker, partner in the firm of Kuhn, Loeb & Co., and president and chairman of the board of the Metropolitan Opera Company.

Roger loved music; his thing was "swing". As a matter of fact, he was the "leader of good semi-hot bands of the late 20's and early 30's," according to Roger Kinkle, author of the "Complete Encyclopedia of Pop Music and Jazz". He claims that Kahn never attained the prominence he deserved.

Kahn wrote music as well. Hits like "Crazy Rhythm", "Imagination" and "Nobody Loves Me".

From the airwaves to the air

In 1927, Kahn began a second, more long-lasting segment of his life. He learned to fly and became a research and test pilot.

Lindbergh, Al Williams and Bert Acosta, who never had to worry about a buck, might not worry about other people.

"He was one of the finest gentlemen in the world," remembers Jim Russell, whose Field Operations career goes back to 1942.

Schonenberg and others who worked for Kahn all seemed to stress the fact that it was in Kahn's nature to be nice to everyone. Every year he'd hold a party for his staff on his Muttontown estate. There would be entertainment and rides on his yacht "RoWeKa". His house became their home.

Like his personal life, Kahn performed his job with flair. He flew a red and black F-8F Bearcat. His clothes would be packed into the drop tank and the machine gun wells.

"It was one of the most beautiful planes I have ever seen," recalls George Watkins, Jr., a retired Field Operations representative. "That plane was a symbol that Grumman was behind what it did. When he showed up, the Navy knew that Grumman management was right there."

12¢ a week buys \$10,000 insurance

Even if you always use your seatbelts, wear white at night, and keep your distance from banana peels, accidents sometimes happen. But when accidents cause death or serious injury, the financial consequences to a family can be overwhelming.

With that in mind, Grumman is offering a new accidental death insurance program, known as the "Grumman Personal Accident Insurance Plan," to all active employees for themselves, their spouses, and dependent children. The plan is completely voluntary, and covers two types of accidents: those taking a life, and those resulting in the loss of certain parts of the body or of certain faculties. With it, you have "full time" protection, 24 hours a day, on and off the job, at home, at work and wherever you travel throughout the world.

The plan is offered in addition to the 100 percent company-paid

Group Term Accidental Death and Dismemberment Plan and the Travel Accident Insurance Plan. (Your group insurance program booklet contains details about coverage from these plans; so does the Personal Benefits Report which was mailed out to all Grummanites two months ago.)

Because the company plans cover you alone and your business travel and are based on your annual salary, you may wish to use this new program to provide additional protection for yourself and extend such protection to other members of your family as well. If you decide to purchase this insurance, payment is arranged through weekly payroll deduction.

"This is 'group accident' insurance," says Ed Jacobs, Grumman Corporation Assistant Treasurer. "There are no paid-up or cash value provisions, and premium rates are

subject to revision at the anniversary date of the policy — although there will be no premium increases for the first three years."

The plan is underwritten by INA Life Insurance Company of New York, which is wholly owned by the Insurance Company of North America. Jacobs notes that the company is rated A+ (Excellent) by Best's Insurance Reports, a prime source for insurance company ratings.

Who is eligible?

If you're an actively employed Grummanite under age 70, you may participate. You may purchase from \$10,000 up to \$250,000 worth of coverage for yourself. Your spouse and/or eligible dependent children may also be insured; their coverage is based on a percentage of the amount of insurance you select for yourself. (They may be enrolled only if you are a participant.) Physical examinations and medical questionnaires are not required.

The weekly premium is just 12¢ for each \$10,000 of insurance purchased for yourself and 17¢ for each \$10,000 to cover both yourself and your eligible family members.

Within the next few days you will receive a booklet in the mail describing the plan in full detail, along with an enrollment form. The initial enrollment period will start in August, and future open enrollment periods will be held in the months of April and October beginning in 1981.

"The plan has highly competitive rates and several additional features which we think make it very attractive," says Jacobs.

Automatic benefit escalation

The amount of insurance that you select as a basic benefit will be automatically increased by five percent on the day before the annual anniversary of your enrollment. You can accumulate up to five such increases for continuous participation with no additional premium cost.

Special education benefit

If you select the family plan coverage and die with a child or children in school beyond the twelfth grade level (full time), or who will enter a school beyond the twelfth grade within a year of the accident causing your death, the plan will pay two percent of your principal sum up to a maximum of \$2,500 per child, up to four consecutive years per child if he or she is still a qualified full-time student. If, at the time of your accidental death while enrolled in the family plan, there are no dependent children who qualify for this benefit, an additional \$1,000 will be paid to your designated beneficiary.

Pilot and crew member coverage

is available; the plan also contains a leave of absence provision, and an option to convert to an individual policy should you leave the company.

All of these features are explained in greater detail in the booklet.

"Buying insurance is a very personal and individual matter" says Jacobs. "It is very important to read the material carefully and consider what your needs and purposes are before making a decision. Remember that participation in this program is voluntary," he adds.

If you want to enroll, it's easy. Just complete and return the enrollment form that you will receive to the Plan Administrator, Frank B. Hall Consulting Co., in the self-addressed, postage paid envelope provided. There will also be toll-free telephone numbers to call the Plan Administrator with any questions regarding benefits or enrollment.

Should you choose not to participate at this time, it is requested that you execute the appropriate section on the enrollment form and return it to the Plan Administrator. This section merely indicates that you were given the opportunity to enroll, but elected not to do so.

Next time

Don't fret, we didn't forget our July anniversary people. It's just that so many took vacations this month we couldn't get their anniversary portraits taken.

We decided then to reschedule our photo session and run all the July and August anniversaries together in our August 8 issue. So bear with us and, till then, happy anniversary!

Beethoven in Bethpage

In commemoration of its 50th anniversary, Grumman is sponsoring a free concert featuring the Long Island Philharmonic on Friday, August 8, at 8 p.m. All Grummanites, their families and fellow Long Islanders are invited to attend this outdoor event at the Bethpage Community Park.

The Long Island Philharmonic, conducted by Semyon Bychkov with guest pianist Jeffrey Swan, will perform the Pageant of P.T. Barnum, Rhapsody in Blue and Beethoven's Symphony No. 5.

Everyone is invited to bring their own blankets and chairs for the concert under the stars. If it should rain, the concert will be held in the Bethpage High School Auditorium.



Good company. Opportunity Development Department co-directors Bill Voorhest (L) and Jean Esquerre (R) invited Grummanites from around the company for the annual gathering at McKay Field recently. (R. Breunig photos)



National champs humbled by varsity

The Grumman men's varsity softball team stunned Sikorsky — National Industrial champions — by rising out of the losers' bracket to win Grumman's first annual Invitational Softball Tournament on July 12-13.

Four other industrial squads participated in the two-day event at Cantiague Park in Hicksville... A.T. Cross from Rhode Island; Lycomming, a division of AVCO, from Connecticut; Hazeltine from Long Island; and Grumman from Great River. (The Great River team was invited at the last minute to substitute for the New York Telephone team which bowed out. See article on this page.)

Round robin

During the first half of Saturday, teams played each other in round robin competition to determine division standings for the final playoffs.

By beating Lycomming, 16-4, and Great River, 13-7, the Grumman varsity finished first in division I. Standings in division II were Sikorsky, Hazeltine and A.T. Cross.

In the first playoff game, Grumman took on Hazeltine. At the end of the third inning, Grumman was behind 2-5, but pummeled Hazeltine with six consecutive singles and scored six runs in the bottom of the fourth. Grumman went on to win 11-7.

Meanwhile, Sikorsky bumped Lycomming down into the losers' bracket by a score of 11-10. In its next game, Sikorsky handed Grumman its first loss, 14-11.

Later that night, the visiting teams joined Grumman in the GAA building for a buffet. Talk among the varsity team members was optimistic.

All they had to do the next day was to beat A.T. Cross in the losers' bracket and then sweep the next two games against Sikorsky. Others in the crowd were more pessimistic. Grumman was going against a team which beat 50 teams for the national title last September.

1, 2, 3

Before taking on Sikorsky, Grumman first had to face A.T. Cross. The game was decided in the bottom of the sixth, with Grumman trailing, 10-12.

Second baseman Frank Straub led off the attack with a single. Shortstop Dom Pagnozzi followed with another single. Though outfielders Bob Beattie and Mike Gallo produced infield outs, both teammates advanced. Then rightfielder

Larry Bates slammed a double to drive in two runs and first baseman Bill DeWitt chipped in another double that drove in Bates for the go ahead run.

In the seventh, A.T. Cross was quickly retired and the varsity had earned another shot at Sikorsky.

This time around, Grumman really shone on defense, holding the champs to four runs going into the top of the seventh. Thanks in part to Gallo's homer in the fourth, Grumman led 7-4.

But Sikorsky pounded the defense for five runs in the top of the seventh. Grumman fans in the stands cheered the varsity... anxiously hoping for a comeback in the bottom of the seventh.

Straub led off with a single, Beattie got on first (thanks to a shortstop error), and then Gallo stepped into the batter's box and blasted his second homer of the game over the centerfield fence. Grumman rooters and varsity members went crazy. Grumman earned another shot at the tourney title.

Grand finale

After a 15-minute break, Grumman took to the field again. Allowing Sikorsky only a one run homer in the opening inning, the varsity continued its hot streak at the plate.

Pagnozzi belted a double; Beattie a triple and then Bates knocked the ball over the fence for a two-run homer. After DeWitt went to first on a walk, Tony D'Ambrosio hit a single; Joe Colletuori belted a double and Jay Johnson chipped in a single. Pitcher Tom Marion knocked in another run with his single. By the time the side was retired, seven Grummanites crossed the plate.

The next inning, Sikorsky went scoreless, while Grumman added another two runs. Bates punched a double and Beattie scored from first. Bates scored on Straub's sacrifice fly to centerfield.

While the defending national champs mustered up four runs in the fourth, Grumman tacked on another two runs. DeWitt rocketed the ball over the fence for a two-run homer.

Though Sikorsky started to rally in the final inning, with a two-run homer, Grumman quickly halted the assault and posted their third win of the day, 12-8... and claimed the tourney title.

Rightfielder Larry Bates was honored as the Most Valuable Player. Bates played outstanding defense and hit .643 during the two-day tourney.



Teammates greet MVP Larry Bates



Mike Gallo (R) beams after hitting a three-run homer.

Great River team comes to the rescue

When New York Telephone dropped out at the last minute from the first Grumman Invitational Softball Tourney, Chet Baumgartner of GAA was in a jam. Already two teams had bowed out, and a sixth team was needed to add more depth to Grumman's first tourney.

In the final hours, it was none other than Grumman's Great River team who came to the rescue. Though the team sports an unblemished record of 14-0, it plays in a lower division than the varsity says team manager Frank Cioffi. "But the chance to play top caliber teams in a tourney like this was too good to pass up."

Although Great River didn't chalk up any victories, they certainly didn't get blown off the

diamond. As one varsity member later said, "Saturday's pressure game was against Great River."

Great River did give the Grumman varsity a scare on Saturday, especially in the fourth inning when it had a four-run rally. Gary Ferrone blasted a three-run homer. Great River left seven men on base that game; Grumman varsity won, 13-7.

Members of the Great River team that gave up their weekend to be in the first Grumman tourney were: Greg Ryan, Bob Avitable, Gary Ferrone, Danny Wasilewicz, Jim Valetutti, Paul Giambalvo, Carmine Femia, John Start, Frank Fusco, Ed Urban, John Young, Neil Napolitano, Tom Gaines and coach Emilio vanden Bosch.

Tennis classics

Rookies smash '79 champs

After many weeks of heated combat, a few of the GAA tennis tournaments finally rolled to a finish.

Four new names to the winners' circle surfaced in the women's division and in the men's "A" division.

Jean DeLand is the 1980 women's singles champ. After defeating No. 2 seed Pat Ogilvie in the opening round, Jean won her next match by a forfeit. She then took on Jean Hilsby and won 6-4, 6-0. . .and a spot in the finals.

Meanwhile, Janice Erickson won her first match by default and then defeated Pauline Pearson, 6-3, 6-1. In the semi-finals, Janice dethroned defending champ Lynn Egan, 1-6, 6-2, 6-2.

Janice and Jean met for the finals and it was Jean's game all the way. DeLand won easily 6-2, 6-1.

Duo dual

After her partner left the company, Jean Hilsby began frantically looking for a new doubles partner. She found a real gem in Dorothy Kouwenhoven, who a few years back dominated women's doubles play.

In their first match, they handily beat the team of Janice Erickson and Annette Frisch, 6-3, 6-2. Then they took on Pauline Pearson and Penny Baldassare and chalked up their second victory, 6-4, 6-0.

At the same time, last year's titleholders — Pat Ogilvie and Joan Morris — drew a bye the first round and they defeated the team of Mary Mickol and Kathy Housley, 6-2, 7-5.

At center court, the defending

champs took the first set, 7-5. But Hilsby and Kouwenhoven rebounded nicely and snatched the next two sets, 6-1, 6-1, to claim this year's doubles crown.

First title

Seeded No. 4 in the men's "A" singles contest, Craig Langwost stunned the opposition and won his first singles title in GAA play.

On his way to the finals, Craig beat Larry Bird, 6-2, 6-2; Norm Dvoskin, 6-4, 4-6, 6-4; Vincent



Super 'A'. Craig Langwost beat No. 1 seed, Bill Jaklitsch to win his first GAA 'A' singles title.

Sharpen your game

If you have grandiose dreams of striking them dead this upcoming bowling season, why not sharpen your game at GAA's annual bowling clinics.

This year's clinics will be held on August 5-6 and August 12-13 at the Sheridan Lanes in Mineola. Sheridan is supplying bowling shoes. The sessions start at 5:30 every evening.

For further details, contact GAA, Ext. 2133.



Winning combo. Jean Hilsby (R) and Dorothy Kouwenhoven became this year's GAA doubles champs when they beat last year's champs Joan Morris and Pat Ogilvie in the finals.

Casale, 6-2, 6-1; and No. 2 seed Al Kirillin, 2-6, 6-2, 6-4.

At the same time, defending champ Bill Jaklitsch was working his way to the center court finals. He beat Marty Klop, 6-2, 6-0; and Stan Feinberg, 4-6, 6-3, 6-1.

Craig took the No. 1 seed Jaklitsch by surprise in the finale and won the match, 6-2, 6-1.

Meanwhile, action in the men's "B" division has just about been completed. Results will appear in the next issue of PLANE NEWS on August 8.



Numera Una. Jean DeLand earned her first GAA tennis championship title by eliminating Janice Erickson in the women's finals, 6-2, 6-1.

Dodgers vs. Mets

The final Grumman Night at Shea Stadium is slated for Friday, August 22, when the N.Y. Mets take on the Los Angeles Dodgers at 8 p.m.

Tickets are now on sale at the GAA building (900 South Oyster Bay Rd.) for \$5 each. Optional round-trip bus transportation is also available for \$2 per person. For further details, call GAA, Ext. 2133.

calendar

Coin Club: (Calverton) every Fri., noon lunch, Pl. 6 conference room. W. Kondratowicz, Ext. 6680

Computer Club: Tues., Aug. 5 and Tues., Aug. 19, Pl. 25 conference room, 5 p.m. Grumman employees welcome. I. Tish, Ext. 4783

Duplicate Bridge Club: every Thurs., 6 p.m., GAA bldg. Guests welcome. W. Lipman, Ext. 2407

GACE Flying Club: Mon., Aug. 11, Pl. 28 auditorium, regular monthly meeting. Guests welcome. R. Reisch, Ext. 5967

Grumman Cycle Touring Club: Mon., Aug. 4, Knight Club, Hicksville, 5 p.m., regular business meeting. Guests welcome. T. Beckman, Ext. 8994

Grumman Ski Club: Wed., July 30, The Crow's Nest, Melville, 8 p.m. Guests welcome. A. Garmendia, Ext. 7819/8910

Karate Club: every Tues. and Thurs., Pl. 28 auditorium, 5:15 to 7:00 p.m., black belt instructors, physical and mental development; beginners welcome; guests welcome. T. Ortiz, Ext. 4764

Model Railroad Society: every Wed., 7 p.m., GAA bldg., regular meeting. Grumman employees welcome. R. Muntz, Ext. 115-6330

Scuba Divers Club: Wed., Aug. 13, Chateau Restaurant, Brentwood, 7:30 p.m. Guests welcome. P. Craig, Ext. 8840

Tennis Club: 2nd Wed. of every month, 5 p.m., Pl. 5 conference room A. M. Dolderer, Ext. 6498

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